



Design & Access Statement

E04759

APPENDIX K-1

Transport Statement



Transport Statement

Proposed new build replacement of Ranikhet
Academy Primary School, Reading.

On behalf of Reading Borough Council via **Property Services,**
Hampshire County Council

February 2021

Internal reference: E04759

Strategic Transport
Hampshire County Council
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CONTROL SHEET

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1. Background

1.1. Overview

- 1.1.1. This Transport Statement (TS) has been prepared to support the submission of a planning application for the new build replacement of Ranikhet Academy primary school, Reading, herein referred to as 'the School'.
- 1.1.2. The scope and methodology of this report have been agreed in advance with Reading Borough Council's (RBC) Highways Development Planning department who agreed that a Transport Statement would be required in relation to this development. The agreed Scoping Document is attached as **Appendix 1**. Through pre-app advice, the Planning department also set out the scope they would require; the points raised are addressed in the report below.

1.2. Policy and Guidelines

- 1.2.1. This TS has been prepared with reference to national and local policy and guidelines including:
 - National Planning Policy Framework (NPPF) 2019
 - RBC's adopted Local Plan (4th November 2019)
 - RBC's Revised Parking Standards and Design SPD (2011)
 - RBC's Local Transport Plan: Strategy 2011-2026 which, in direct relation to school travel, makes the following points:
 - following an increase in walking to school and reduction in car use for the School run between 2006-2011, section 4.48 of the LTP3 document refers to "the challenge ... to further decrease the modal share of cars and continue to encourage walking and cycling for school travel"
 - The LTP3 also identifies the following area wide opportunities for addressing this challenge (page 45): "To build on existing work with schools, to promote safety and healthy lifestyles through appropriate training and promotion of sustainable travel to school"
 - RBC School Transport Policy, 2019-2020.
- 1.2.2. The TS should be read in conjunction with the *Framework School Travel Plan (2021)* which will also be submitted with the Planning Application to support the proposed replacement of the School. A Construction Method Statement including details of traffic management will be submitted as a condition of planning consent. There is no current approved Neighbourhood Plan for the locality

1.3. The School

1.3.1. The School site is situated on Spey Road/Eddleston Way, within the Tilehurst area of Reading, approx. 3km west of Reading town centre (**Figure 1**).

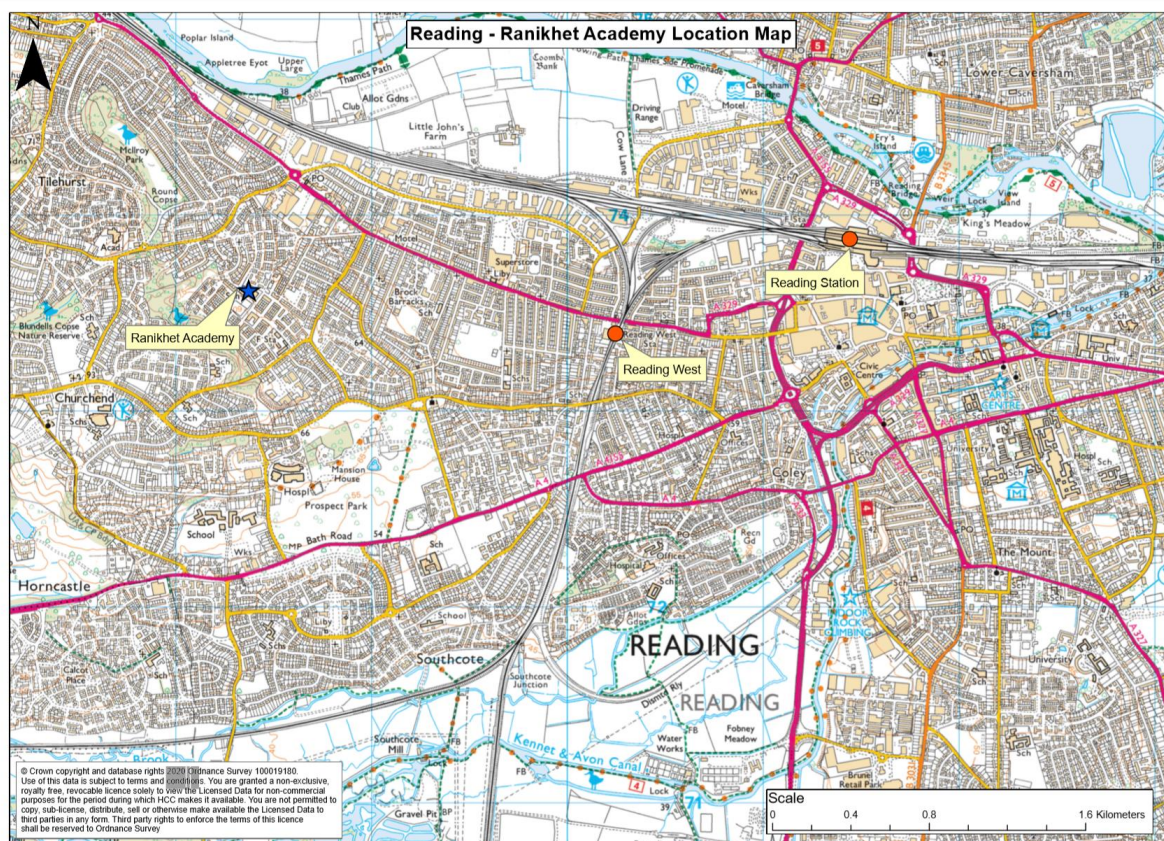


Figure 1: Ranikhet Academy - School Site Location

- 1.3.2. The existing School was originally built as a two form-entry (2FE) primary school with a Nursery in 1970 and operated at this capacity until approx. 2015/16. The School currently is operating as a 1 Form Entry (FE) capacity primary, with a maximum capacity of 210 pupils.
- 1.3.3. The School provides primary education to pupils aged 5 to 11 years old. The early-years nursery provision at the school for 3-4 year olds. Currently the School has 176 number of pupils on roll, with 27 places taken at the nursery provision.
- 1.3.4. The existing School mainly serves pupils living within the Dee Park Estate. Dee Park is a 1960s built housing estate in West Reading, primarily within the Norcot ward, situated within the Tilehurst area of Reading.
- 1.3.5. Figure 2 shows the school catchment areas for all the primary schools in the western edge of the Reading Borough Council area, Ranikhet Academy does not have a defined catchment area as such, due to its academy status, but the former Ranikhet Primary School catchment is marked to illustrate the indicative area pupils attending the school would mostly live. This covers the Dee Park Estate and the Norcot areas of Reading.

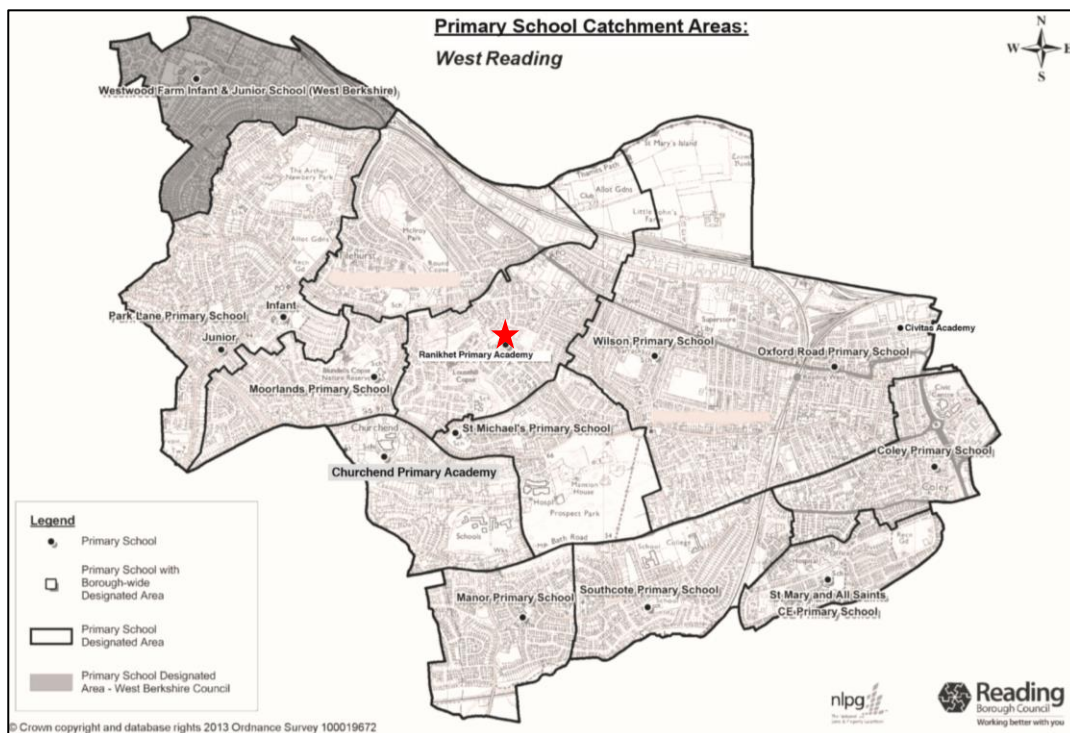


Figure 2 – Indicative School Catchment Area

- 1.3.6. The Dee Park Estate has undergone a regeneration redevelopment over the past ten years, which is still in continuation. The school redevelopment forms part of this regeneration and features under policy ref:WR1 in RBB's adopted Local Plan (4th November 2019).
- 1.3.7. Its current Pupil Admission Number (PAN) is 30 per year, as a 1FE. When the School is replaced it will return to its original capacity and accommodate 2FE year groups, with a maximum capacity of 420 Pupils. Its PAN will change to a 60 pupil intake per year starting at reception level.
- 1.3.8. In November 2015 Ranikhet School became Ranikhet Academy, part of the REach2 family of schools.
- 1.3.9. At the existing School site there are 9 classrooms and a nursery space, with 26 parking spaces for staff. There is an artificial sports pitch, for both school and community use; a Multi Use Games Area (MUGA) – for school use only; and a playing field to the back of the site. **Figure 3** below outlines the site, with the site boundary in red, a larger version of this plan is available in **Appendix 2**.

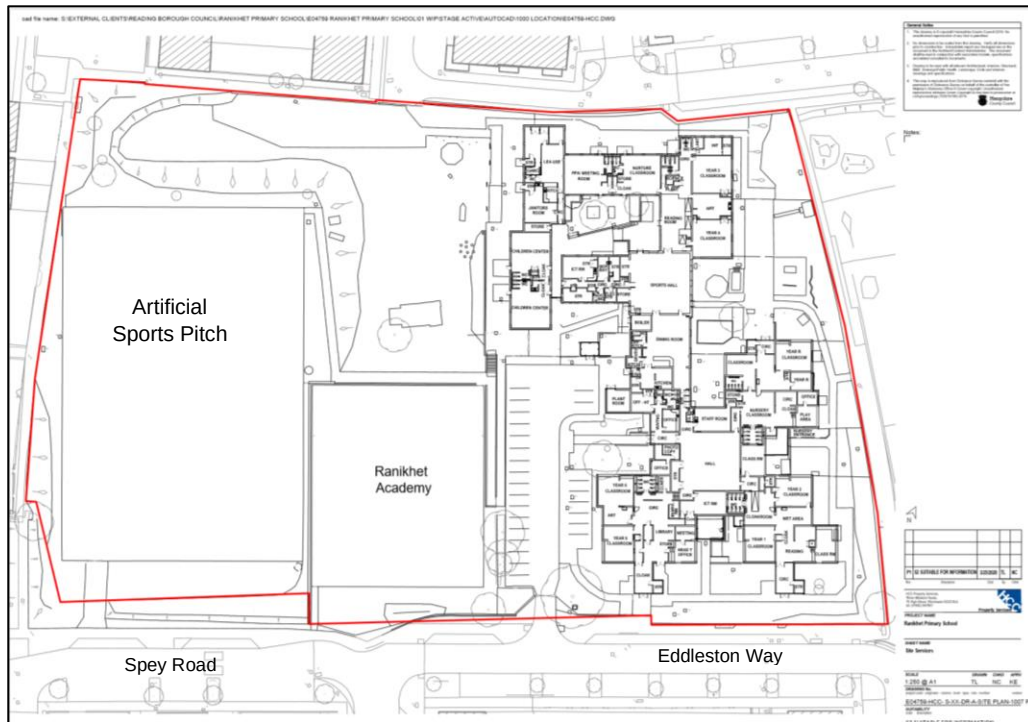


Figure 3: Ranikhet Academy – Current Site Plan and Boundary Line

1.3.10. There are currently 34 staff members at the School. This number is made up of the Executive Head Teacher, the Head of School, teaching support staff and office staff. The current full time equivalent (FTE) of staff is 28.

1.4. Why is the new School proposed?

1.4.1. The residential area of Dee Park, where the School site resides, is undergoing major regeneration following a 2009 planning application (Ref: 09/01454/OUT) which granted the regeneration of housing and local facilities for the wider Dee Park estate, together with the provision of a replacement school.

1.4.2. As part of the Dee Park Estate wider regeneration, policy ref: WR1 in RBC's adopted Local Plan (2019), states that:

'Development will maintain and enhance the role of Ranikhet Primary School in serving the local and wider community.'

1.4.3. In 2013 a reserved matters application was submitted (Ref: 131058/VARIAT) which stipulated that any reserved matters applications, as part of the Dee Park regeneration, were required to be made by 23/12/2016. This date was not met and therefore, a new planning application is required for the new School site.

1.4.4. The existing school building is being demolished and replaced in its entirety within the current site. It is anticipated that the new School and nursery will be open by September 2023. When the building is complete the School will continue to be managed by the REAch2 Academy Trust.

2. Existing site conditions

2.1. Location and operation

2.1.1. **Figure 4** shows the location of the existing School site, outlined within the black hatched area.

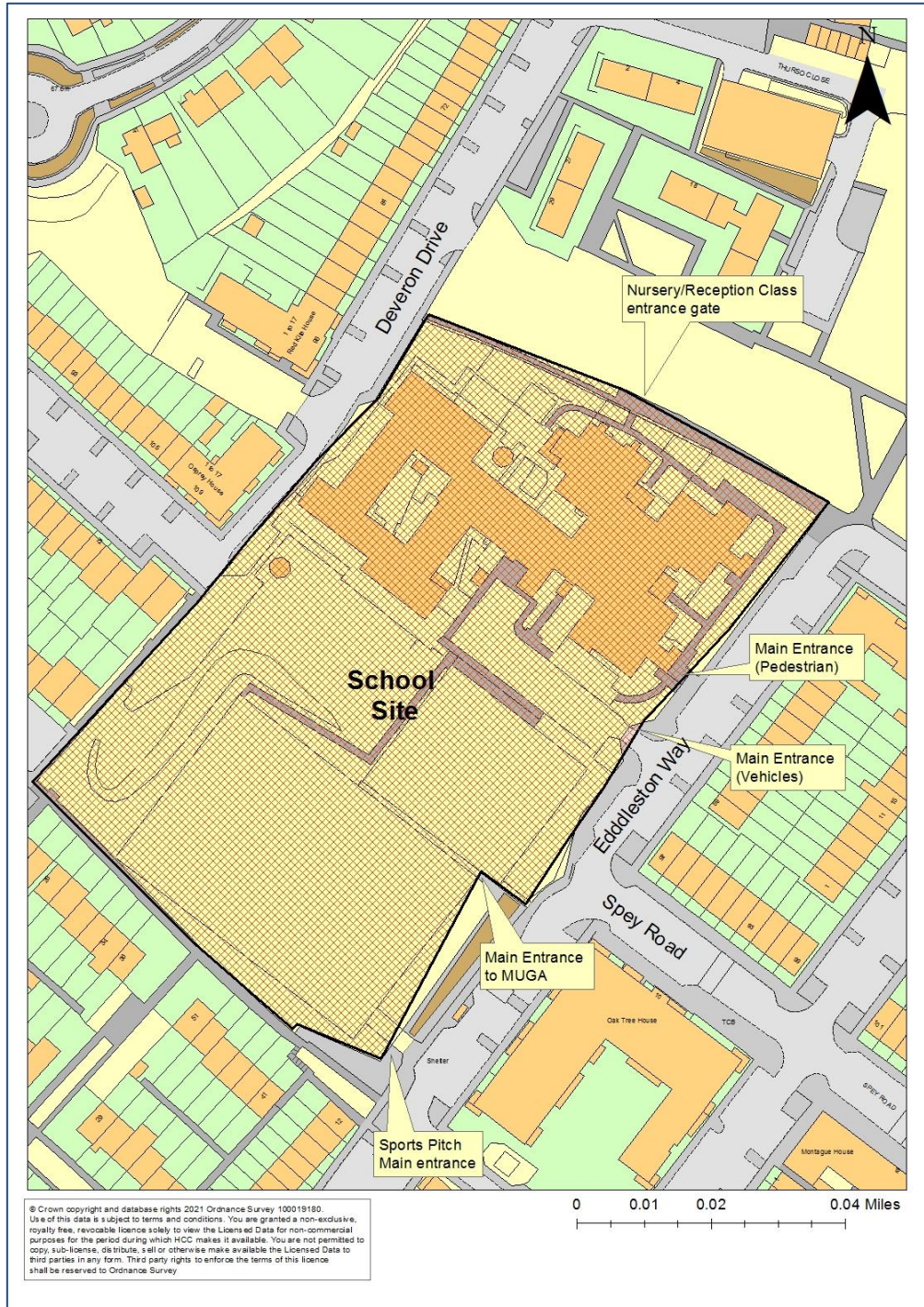


Figure 4: Ranikhet Academy School Site Entrances

2.1.2. The School site has one vehicle only access point and four pedestrian only access points, as outlined in **Figure 4**.

- 2.1.3. The vehicle only entrance is situated off Eddleston Way, to the south-east of the site, and leads directly into the staff car park.
- 2.1.4. The main gated pedestrian only entrance for the School's reception entrance is situated just to the right of the main vehicle access point, off Eddleston Way, to the south of the site.
- 2.1.5. Two other gated pedestrian access points are present, along the south-eastern boundary, off Spey Road. One provides access to directly to the sports pitch only and the other for the Multi Use Games Area (MUGA) only.
- 2.1.6. The last gated pedestrian entrance is located off the footway that runs along the northern boundary of the site. This is used mainly by the Nursery and Reception classes, linking directly to their accommodation.
- 2.1.7. All gated entrances are locked throughout the school day. The entire site is secured by a high fence. There are no entrances to the rear (north-west) of the site.
- 2.1.8. The school day runs from 08:45am to 3:15 pm for the primary school provision. The nursery operates one AM (08:45-11:45) and one PM (13:30-15:30) session. All school times can be seen in Table 1 below:

Table 1: School Operating Times.

Key Stage	Start of day/ session	Registration	End of day/ session
Nursery - Morning Session	08:45am	08:45am - 09:00am	11:45am
Nursery - Afternoon Session	12:30pm	12:30pm - 12:45pm	3:30pm
EYFS - Reception	08:45am	08:45am - 09:00am	3:00pm
KS1 (Years 1 & 2)	08:45am	08:45am - 09:00am	3:00pm
Lower KS2 (Years 3 & 4)	08:45am	08:45am - 09:00am	3:00pm
Upper KS2 (Years 5 & 6)	09:00am	09:00am - 09:15am	3:15pm

- 2.1.9. Most staff have access to the School site from when it is opened at 07:00AM until 09.30PM. The school office is open at 08:00AM until 4:00PM, Monday to Friday.

- 2.1.10. The school currently offers curriculum booster classes from 8:15am on three days a week. Before the Covid-19 pandemic the school offered a range of before and after school activities, and it is planned to resume these once it is safe to do so.
- 2.1.11. As the school currently has underused space, due to operating at 1FE, there is another user, the Children's Centre for Reading Borough Council, currently occupying some of the school buildings. This Centre will be re-sited elsewhere by RBC and does not form part of this project.

2.2. Local highway network

- 2.2.1. The School site is situated within the Dee Park Estate, a largely urban residential area, made up of low level apartment-style buildings and terraced housing. The Estate consists mainly of 'no-through' style routes, closed to vehicular traffic, but appears very permeable via walking and cycling.
- 2.2.2. The School site is bordered by residential housing to the south, east and west. To the north is a parcel of land that at present is vacant, with some derelict housing, which is un-occupied. These buildings are due to be demolished with the whole site earmarked for future residential redevelopment.
- 2.2.3. The School site is located on Spey Road and Eddleston Way. Eddleston Way offers the only vehicular access entrance to the site. Both Spey Road and Eddleston Way are single carriageway residential style roads, street lit and fall within a 20mph speed limit zone. Speed cushions are present on Spey Road, towards its junction with Eddleston Way.
- 2.2.4. There are no parking restrictions on Spey Road or Eddleston Way, with parking mainly made up of unmarked on street parking and laybys. Directly outside the school's main entrance on Eddleston Way there is a parking layby that can accommodate approx. seven to eight standard sized cars. Signs are present outside the School main entrance that state 'No Stopping Mon-Fri 8AM - 5PM on entrance markings' although there are no 'entrance markings' currently present on Spey Road or Eddleston Way.
- 2.2.5. There is no vehicular access to the rear of the School site, or the residential areas of Dee Park, behind the school. Two pedestrian footways are present to the north and south-west boundaries of the site. These footpaths provide access to the northern residential areas of Dee park and beyond towards Norcot. The northern footway provides access to the pedestrian gate that serves the nursery section of the School. Both footways have street lighting.
- 2.2.6. To the rear of the site is Deveron Drive and Tay Road, these roads serve as access only to more residential housing, with parking bays and laybys present. The parking arrangements here are similar to the front of the site, however some 'private resident only' signage is visible, however there are no further official parking restrictions beyond these. Although there are no access points directly to the school, to the rear, these roads do provide direct access to the footpaths that run adjacent to the northern and western boundary of the site.

- 2.2.7. A good network of footways is present along all the roads surrounding the School site. Some pedestrian crossing facilities are present, for example outside the main entrance of the school on Spey Road and Eddleston Way. These are uncontrolled e.g. dropped kerbs and tactile paving.
- 2.2.8. To the north of the site Norcot Road acts as a barrier for pedestrians crossing into the residential area of Norcot, due to the busy nature of the road and lack of any convenient pedestrian crossing facilities. At the request of RBC, a walking audit was carried to identify potential locations for crossings that could be implemented on both Norcot Road and Spey Road. The walking audit, with these suggested improvements, is included as **Appendix 3**.
- 2.2.9. The next steps to the walking audit, as requested by RBC, is to produce preliminary drawings of any suggested crossing, and their location(s). Due to time constraints these drawings will follow shortly after the completion of this TS, and do not form part of the planning application.
- 2.2.10. The closest bus stops are on Spey Road, within approx. 120m of the School site entrance. These stops cater for the number 15 and 15a services, which run regularly (every 15 mins at peak times) throughout the day (05:00 to 23:20). This service links Reading town centre and the main rail station with the areas west of Reading, including Churchend and Calcot, as well as the Tilehurst area.
- 2.2.11. The nearest railway station is Reading West station which is approximately 1.8km (approx. 35 minute walk) east of the School site. Tilehurst railway station is located 2km north-west of the site with Reading Central station 3.2km to the west. All these stations are served by stopping services run by Great Western Railway and Southwestern Railway services, that connect with major destinations including London Paddington, Oxford, Winchester and Basingstoke. Typical journey times are about 35 minutes to Oxford and Winchester, 17 minutes to Basingstoke, and just under one hour to London Paddington. It is unlikely that pupils would travel from this far but offers the option to staff members to travel sustainably, outside of the Borough.

2.3. Local Improvement Works

- 2.3.1. Reading Borough Council's Highways Development department has confirmed that there are no planned highway related works within the direct vicinity of the new School site to consider, in relation to any other development.

2.4. Personal Injury Collision review

- 2.4.1. The latest Personal Injury Collision (PIC) data has been obtained for a 500 metre radius from the current School site, for the last five years, as agreed in the Scoping Document. The nearest available dates for this data were from 01/09/2015 to 31/08/2020. In total there were 16 PICs recorded.
- 2.4.2. There were no recorded PICs within the vicinity of the School entrances, Spey Road and Eddleston Way, or to the rear of the site on Deveron Drive.

- 2.4.3. Of the 16 recorded PICs; 11 were recorded as “slight” and five as “serious.” No fatal incidents were recorded.
- 2.4.4. Five incidents involved children of either primary or secondary/college school age, three of these were recorded as ‘slight’ and two recorded as ‘serious’ These are summarised below:
- 02/06/2017 (13:15) Ped (6 y/o) ran into road from behind stationary bus and collided with car. Occurred on NORCOT RD J/W ROMANY LANE READING - Slight
 - 13/01/2018 (17:36) Ped (13 y/o) crossed in front of motorcycle from behind a bus (Occurred on NORCOT ROAD, J/W ROMANY LANE) – Serious
 - 01/04/2019 (07:55) Ped (13 y/o) crossing carriageway N/W to S/E collides with car. (Occurred on WATER ROAD APPX 30M SE J/W COLIERS WAY TILEHURST) – Serious
 - 02/12/2019 (08:10) Car turns left N TO W collides with ped (13 y/o) in carriageway. (Occurred on DULNAN CLOSE APPX 75M NE J/W LINKS DRIVE TILEHURST) – Slight
 - 09/03/2020 (09:12) Ped Cyclist (17 y/o) travelling in N/K direction moved to RT to avoid drain and collided with car. (Occurred on NORCOT ROAD APPX 44M E J/W BROOMFIELD ROAD READING) – Slight
- 2.4.5. Of all five incidents involving children and young people, as listed above, the contributing factors to pedestrian/vehicle collisions were either listed as ‘casualty failed to look properly’ or ‘casualty was masked by stationary vehicle.’ The contributing factors to the incident involving a pedal cyclist was listed as ‘poor or defective road surface’ and ‘failed to judge other persons path/speed’ by both parties. The timings of the last three PICs could be attributed to children travelling to school (secondary and college) during their morning journey to school/education.
- 2.4.6. Of the other recorded incidents most occurred along main road routes of Norcot Road approx. 400m to the north of the site, and Grovelands Road and Water Lane approx. 450m to the south.
- 2.4.7. The highest concentration of recorded incidents (six) occurred along Norcot Road, within the vicinity of the Romany Lane junction. Causation factors, on the pedestrian or cyclist part, included ‘crossed road masked by stationary vehicle,’ ‘failure to look properly’ and ‘careless/reckless/in a hurry.’ Two such incidents occurred at this location, from the above list (13/01/2018 and 02/06/2017). One ‘exceeding speed limit’ was recorded at this location but did not involve pedestrian or cyclist casualties.
- 2.4.8. Although the redevelopment of the School will not directly exacerbate the current issues here, there is a noticeable casualty hotspot at this location, and it is suggested that a formalised crossing would support safer access across Norcot Road, as described within the walking audit (**Appendix 3**).

- 2.4.9. Overall analysis of the PICs reflects the volume of traffic carried by the roads to the School and does not highlight any over-riding highway deficiencies or safety concerns that would be exacerbated by the proposed relocation and new build construction of the School.
- 2.4.10. A PIC plot and the related casualty record data are shown in **Appendix 4**

3. Trip generation

3.1. Trip Generation

- 3.1.1. Trip generation methodology was agreed through the scoping document appended (**Appendix 1**) initially as 'TRICS' based. However, it was later agreed, between HS and RBC, that the most recent school travel mode share data could be used instead, as this provided a more accurate and robust baseline data. Agreement for this methodology is contained within email correspondence, attached as **Appendix 5**.
- 3.1.2. The baseline data was obtained from a 'hands-up' style survey carried out in December 2020, by the School Travel Planning Officer, as part of the Framework Travel Plan. There was a total of 185 responses to the survey, from both the School and Nursery combined, this amounted to a 91% response rate.
- 3.1.3. This baseline data has been 'scaled up' to reflect a 2FE capacity primary school. This data is considered a better and more reliable source than TRICS (a national database of comparable sites), as it represents what is happening at the School site now, particularly as there is a sufficient level of survey data and a good response rate (91%) to accurately reflect the travel characteristics of the pupils at the school.
- 3.1.4. The method followed is set out below:
- Understand the modal split percentage for pupils, currently travelling to the school site (1FE), provided by Ranhiket Academy;
 - Apply this mode share to the 2FE increased maximum capacity of pupil places (420).
 - The number of anticipated school transport, pupil related vehicles, expected to visit the site on a daily basis, at peak times, will then be calculated by factoring up the number of vehicles against the current vehicle mode share.
- 3.1.5. **Pupils:** Trip generation calculations are based on the response rate of 91% of the 176 pupils currently on roll at the school and 27 pupils at the nursery.
- 3.1.6. Data presented in **Table 2** provides the baseline current mode share against the predicted figures for a 2FE provision.

Table 2: Current and anticipated pupil mode share for travel to school

Trip generation by mode for pupils (2020)	Walk	Cycle	Scoot	Public Bus	Car Share	Car Alone	Total
Current number on roll – 176 pupils & 27 nursery							
Pupil modal split (%)	63%	4%	5%	4%	3%	21%	100%
(number of pupils per mode)	117	7	9	8	5	39	185
2FE Capacity – 420 pupils & 26 nursery							
Pupil modal split (%)	63%	4%	5%	4%	3%	21%	100%
(number of pupils per mode)	282	17	24	17	13	93	446

- 3.1.7. It can be seen from **Table 2** that, when the School is at full capacity (420 pupils and 26 nursery spaces) an anticipated total of 106 motor vehicles associated with pupil pick up and drop off, can be expected at the School, during peak AM and PM times. This would amount to 93 single occupancy private cars (this assumption is based on one pupil travelling per private car vehicle) and 13 vehicles 'car sharing' with at least two pupils in a car. This is an increase of **62 anticipated motor vehicles** above the current figure of 44 vehicles (car alone and car share combined)
- 3.1.8. It is worth noting that the predicted figure increase of 62 vehicles is based on a 'worst case' scenario to reflect vehicle presence at peak pick up and drop off peak times. Any anticipated increase in school related traffic is of course subject to change, year on year, based on where new pupils live; if parents choose to drive their child to school; and how many pupils share a private journey.
- 3.1.9. It would be expected that school related vehicle trips, for pick up and drop off times, would be accommodated on the public highway, as no parent related parking is allowed on site.
- 3.1.10. The School opening and closing times for different Key Stages are staggered (by 15 mins) at the start and end of each day, as detailed in Table 1. This will help spread out any peak time traffic movements. There are no proposed changes to the opening and closing times of the school day, as part of the new School development.
- 3.1.11. Furthermore, the presence of any before or after school clubs and activities will help move traffic away from the peak periods of the Schools main opening and closing times. The School Travel Plan will continue to aim in the reduction of the overall mode share by private car alone, into the future.

4. Proposed development

4.1. Development proposal

4.1.1. The development proposals will see the demolition of the existing school building. The new School building footprint will move to the centre of the site, however, in terms of gross internal floor area (GIA), this will be reduced from the existing 2,661sqm to 2,180sqm.

4.1.2. **Figure 5** outlines the new site proposals, with a larger more detailed version of the featured in **Appendix 6**.

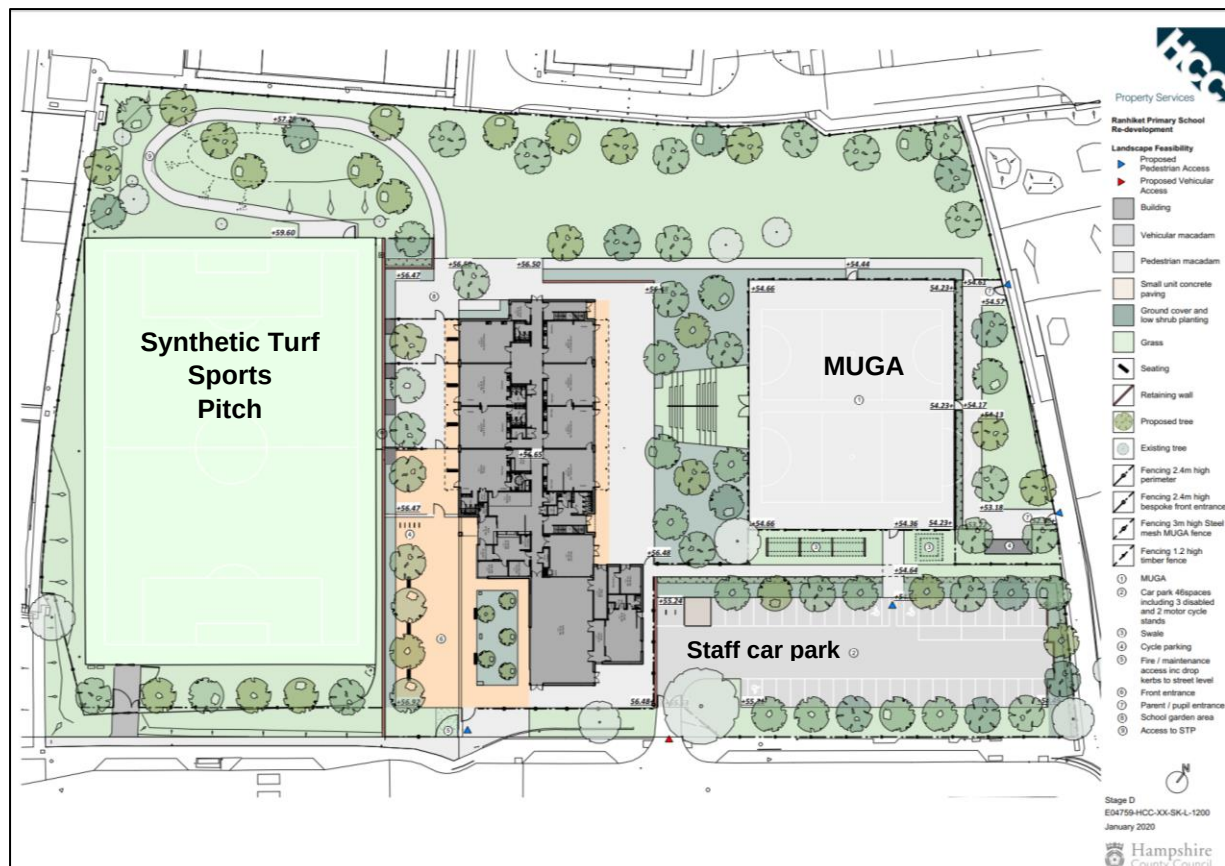


Figure 5: Proposed Site Plan

4.1.3. The proposed new school build will comprise of nine classroom spaces, other rooms will include:

- Reception area and administration office
- Staffroom
- Toilet facilities for both staff and pupils
- Main hall space
- Kitchen and support area
- Nursery space
- New bike shelter
- New bin storage
- New Multi Use games Area (MUGA)

- 4.1.4. The existing synthetic turf pitch (**Figure 5**) will be retained and remain accessible for community use (between 5:30pm and 9:30pm) via its own entrance gate, as it currently stands.
- 4.1.5. In addition to the turf pitch entrance, there will be a further three pedestrian only access points and one vehicular only access point, to the site. The primary vehicular access point for the new school will remain in the same location, off Spey Road/Eddleston Way (marked by the red arrow in **Figure 5**).
- 4.1.6. The current pedestrian gated entrance for the nursery will become two entrances for access into the relocated MUGA area. The nursery itself will be contained within the new School building, adjacent to the new main entrance of the School building. The gate for the sports pitch will remain at the same location as the existing site.
- 4.1.7. The current pedestrian entrance that sits to the right hand side of the vehicular entrance, will be removed, and rebuilt to the left of this entrance, where the existing gate to the MUGA is currently located). This will bring the entrance in line with the new school reception area (**Figure 5**). No other new entry points for pedestrians or vehicles are proposed as part of this development.
- 4.1.8. The School currently has a dedicated area that has a covered cycle stand with space for 10 bicycles. This cycle storage will move from its current location to the new MUGA area (**Figure 5**), close to the School's gated entrance off the northern footpath. This is due to the relocation of the staff car park area.
- 4.1.9. To meet RBC school cycle parking standards, cycle storage provision will increase to accommodate a total of 40 cycle parking spaces - 30 spaces for pupils and 10 cycle spaces for staff. The main cycle storage, next to the MUGA, will hold 35 spaces, with an additional five spaces located at the School building's main entrance.
- 4.1.10. On site tracking to represent the anticipated largest vehicle to enter the site (large refuse truck) has been undertaken to determine the swept path analysis is successful for the vehicle to enter, exit and manoeuvre on site. This drawing is attached as **Appendix 7**.
- 4.1.11. A Construction Phase Traffic Management Plan will manage the impacts of any construction related traffic. It is subject to contractor approval and is therefore proposed to be made a condition of planning. Construction deliveries will be managed to avoid peak School morning and afternoon times.

4.2. On-site parking for staff

- 4.2.1. The school currently has a staff car park which has 26 standard spaces and 1 accessible parking space.
- 4.2.2. The demand for on-site staff parking has been calculated using RBC's *Parking Standards and Design SPD (2011)*, in relation to the number of teaching and non-teaching staff expected to be employed by the School.

- 4.2.3. 46 staff parking spaces (three of which would be accessible bays) are proposed as part of the new development, in accordance with the standard. This will provide an extra 19 spaces above the current provision of 26 standard bays and one accessible. As noted, this is in line with RBC guidelines set out in **Table 3**. Two powered two-wheeler spaces are also being provided in line with current guidance. **Table 4** outlines all the on-site parking requirements being provided.
- 4.2.4. As part of the development proposals all staff car parking requirements will be accommodated within a new car park area, to be constructed in the north-eastern corner of the site (**Figure 5**). The access to this car park will still utilise the existing entrance, off Eddleston Way.
- 4.2.5. In line with RBC's adopted Local Plan (2019), 10% of any newly constructed staff parking spaces will provide electric charging points.

Table 3: RBC recommended parking guidelines for primary schools

Primary School Car Parking	1 space per FTE* staff
Accessible Car Parking	3 spaces or 5% of total capacity, whichever is greater
Motorcycle/Moped Parking	2% of the maximum total car parking provision
Staff Cycle Parking	1 space per 5 FTE* staff
Pupil Cycle Parking	1 space per 15 pupils (years 1-3) and 1 space per 10 pupils (years 4-6)

Table 4: Parking requirements for the School site

Parking type	New Provision Total (meeting the RBC guidance)
Car	46
Car - Accessible	3 of the above 46
Staff Cycle	10
Pupil Cycle	30
Powered Two Wheeler	2

5. Consultation

5.1. Consultation stages

- 5.1.1. A public consultation was held on-line throughout December 2020 and January 2021, showing the proposals to rebuild the current building and site. This was promoted via the School website. Due to Covid-19 restrictions no face-to-face style public consultation events could be undertaken. The consultation was also advertised on the School site boundary, with boards displaying information about the site redevelopment proposals.
- 5.1.2. Comments by letter or email were to be directed to the School and were shared with RBC for information.
- 5.1.3. Only one public comment was received that opposed the proposed development. With the main concern raised relating to the spending of local funds towards the redevelopment and the disruption that would be caused to pupils and parents during the build.
- 5.1.4. Through the public consultation, there were no issues raised regarding traffic related issues or any safety issues, on the local roads, surrounding the School site.

6. Summary and Conclusions

6.1. Summary

- 6.1.1. This TS has been provided by Hampshire Services on behalf of RBC. It is submitted in support of a planning application that seeks planning permission to provide a new build construction of the current Ranikhet Academy, Eddleston Way, Reading.
- 6.1.2. This TS has been produced to provide the necessary information for the local highway and planning unitary authority to assess the development in terms of accessibility, highway safety and the impact of the development traffic, on the local highway network.
- 6.1.3. The School is to be located off Spey Road / Eddleston Way, within the Dee Park residential estate, in Reading; c.3km west of the town centre and sits within a planning authority area under Reading Borough Council.
- 6.1.4. The catchment area (although indicative due to the Schools Academy status) mainly encompasses the whole of the Dee Park Estate as well as some of the Norcot area, situated within the Tilehurst area of the Reading borough.
- 6.1.5. The School originally operated as a 2FE capacity primary before, however has been operating as a 1FE capacity primary for the last 5-10 years approx. Pupil capacity numbers for the new school build will increase from 210 pupils (1FE) to 420 pupils (2FE). The School will continue to operate as an Academy.

6.2. Conclusions

- 6.2.1. The current site can be accessed by a good network of footways connecting the School to the local residential area, as demonstrated via the walking audit (**Appendix 3**). Furthermore, there are opportunities for pupils, parents, and staff to travel by easily accessible and frequent sustainable transport modes, to and from the Site and local area.
- 6.2.2. Analysis of the Personal Injury Collision data has indicated that there are no overriding safety issues that would be exacerbated by the proposed new build School, at the current site.
- 6.2.3. This TS should be read in conjunction with the Framework School Travel Plan (2021) that will also be submitted during planning. Measures within this could further help to minimise and reduce any impact for vehicular traffic to the School site. For example, through the promotion of 'Park and Stride' sites close to the School. In conjunction with the School Travel Plan the School has undertaken *Bikeability* training with pupils, which should resume in autumn 2021. Together with Road Safety Awareness assemblies, in 2019.
- 6.2.4. In light of the analysis within the TS, it is considered that the proposed new school build development will not have a detrimental impact on the local highway network, provided that the measures within Construction Phase Traffic Management Plan are implemented.
- 6.2.5. Sufficient car and cycle parking provision for staff and pupils is being provided in accordance with RBC's parking guidelines.
- 6.2.6. Consequently, it is considered that there are no significant highways and transportation matters that should prevent this planning application from being approved.